

Closing Remarks for Review Panel Hearing By Milton Says No

Hello, my name is Sev Canzona, I'm here today on behalf of the community organization Milton Says No. I'd like to begin by thanking the Panel for the opportunity to present closing remarks on the proposed CN Intermodal Terminal. I'd also like to thank members of the CEAA, dignitaries, members of the public, and finally, CN representatives for your time. Milton Says No speaks on behalf of tens of thousands of Haltonians who have engaged on this issue and who look to us to represent their concerns and to educate them regarding this proposal.

For 12 days, we listened to many hours of fervent testimony, both for and against the proposed Intermodal Terminal. While CN has presented an impressive case by submitting thousands of pages of documentation and spending millions of dollars on expert testimony as well as sponsorships and donations across Halton Region, the fact is that CN has missed a unique opportunity to refute their corporate image of uncaring corporate greed and excessive risk taking. To quote from the CN web site: "Great community relations are vital to the running of our transcontinental railroad. That's why we strive to be a good neighbour – not only in our commitment to safety and environmental sustainability, but also in making our communities better and safer places to live, work and play." Instead of using this Public Hearing as an opportunity to be a good neighbour, engage in dialogue and find a better way forward, CN has simply parroted their familiar marketing slogans and dug in further on their position taken in their now 4-year old Environmental Impact Statement. The outlandish statements we have heard from CN are riddled with such hypocrisy that a few examples need to be highlighted:

- 1) While CN claims that human health is a key Valued Component because of the inherent importance to the well being of humans and regulatory requirements, they only assessed change in air quality, while disregarding or downplaying significant human health factors such as: noise exposure, light pollution, drinking water quality and mental health. The topic of truck engine braking has never once been raised – neither in the Environmental Impact Statement or during these proceedings. How many other surprises are we in for?
- 2) During testimony on June 25, CN stated that: "In the 2015 traffic surveys completed by our independent consultants, BA Group, along Britannia Road a very small number of cyclists were recorded during these counts. I think it was in the order of two". This is a gross mis-characterization of facts. We cannot allow CN to enter into the record that only 2 cyclists are typically found on our roads.
- 3) While CN claims that socio-economic conditions is an important Valued Component, they only assessed the increased vehicle and truck movement at the truck entry point & employee entry point, while disregarding or downplaying significant socio-economic factors such as:

impact on recreation, real estate values and traffic congestion throughout the area outside the Intermodal Terminal.

- 4) During testimony on June 26, CN stated that:
- “The terminal is actually a relatively low volume and low-density traffic generator”, and
 - “The trucks generated by the terminal will use multiple regional arterial roads to access Highway 401 and, therefore, beyond the proximity of the terminal truck access roadway, will be rather dispersed and have a small to negligible impact on traffic operations and average commuter travel times.”

CN seems to believe that the optimal policy is to have trucks travel long distances (greater than 10km for this location) to access a 400-series highway as long as the truck routes are widely dispersed. Applying this policy, CN should be able to locate the proposed Intermodal Terminal in many other locations throughout the GTHA, preferably in an industrial area away from residential communities.

CN's passive-aggressive strategy is obvious. They laid it bare for all to see during the Panel Hearings. By deliberately focusing on one environmental effect at a time, CN aims to downplay or minimize its adversity. This insidious behaviour treats wildlife and humans as mere objects because wildlife has no voice and most people can tolerate or justify one isolated effect at a time. However, if one were to apply a systematic approach and look at the big picture, this proposal would be rejected outright. For example, residents may tolerate the additional air or noise pollution generated by the terminal and 1600 trucks daily, but the tipping point is the increased traffic congestion which triggers anxiety attacks and deteriorating mental health for untold residents; or perhaps it's the increased noise pollution that pushes them over the edge.

Throughout these proceedings, it has become clear that the Review Panel has a difficult task ahead. The recommendation you make will have tremendous consequences for many years to come and will impact dozens of wildlife species and tens of thousands of outdoor enthusiasts and families that call Milton home.

CN has presented a strong case; a case that assumes that at least 164 mitigation measures, as chosen by CN, are actually implemented; 164 mitigation measures that lack any regulation or monitoring because CN didn't bother to consult with the required parties.

CN has the right to generate revenue & profits. CN has the right to purchase land. CN has the right to build intermodal terminals. However, CN does not have the right to infringe on our established community and our quality of life.

I would like to take you on a journey. A journey of the day in the life of a family living in Milton. Let's call them the Khan family. Like their neighbours, the Khans

were attracted to Milton by the quality of life that offered Green Belt fresh air, open spaces and most importantly, a peaceful & pleasant setting to raise their 2 young children Amir and Faiza. Their first few years in Milton were filled with many opportunities for family recreation: walks through the Escarpment which afforded beautiful uninterrupted views; family bike rides on the extensive bike paths which inspired Amir to practice on local roads as he aspired to race in the Velodrome one day. Mr & Mrs Khan appreciated the lifestyle that Milton offered their growing family. The rapid growth in the surrounding area was somewhat of a concern and they have noticed a slight increase in traffic congestion, but life couldn't be much better.

Fast forward to the year 2025. The Khans didn't sleep well again last night because of the incessant noise coming from the Milton Intermodal Terminal. Mr. Khan was late for work again because he got stuck behind a line of transport trucks hauling containers. Amir and Faiza can no longer ride their bikes to school because they don't feel safe around transport trucks that they find loud and intimidating. There have been a rash of near misses between cyclists and transport trucks since the Intermodal Terminal opened. Mrs. Khan now drives the kids to and from school every day. Getting Amir to his baseball games and Faiza to her gymnastics classes on time has become an exercise in driving frustration.

Amir wants to quit baseball because the noise and air pollution from the Intermodal Terminal are ruining the games. Faiza wants to quit the astronomy club because light pollution from the Intermodal Terminal is making it difficult to see stars & planets that once filled the sky.

The Khan family no longer hikes through the Escarpment. The blight of the Intermodal Terminal has ruined the experience. The Khans have noticed fewer kids playing outdoors as are their own.

Mr. and Mrs. Khan find that they are arguing more and more over their deteriorating lifestyle. They need to do something to protect their family and save their marriage. They need to move away from the problem. They need to move out of Milton. The real estate agent is sympathetic when he tells them that they can't afford to move because their home has declined significantly in value. They will need to downsize and move away from family.

Now let's return to where we sit today – to where we still have an opportunity to do the right thing. We are not naïve; we know that when applying a very strict interpretation of the Environmental Assessment Act as CN is hoping for, this proposal might be accepted because the environmental effects can't be as bad as they seem. However, if any consideration is given to the impact on this vibrant Canadian community, **the Review Panel cannot endorse this proposal.** Numbers are not the whole story. Perhaps even more important than the numbers is their interpretation. What exactly is a significant adverse

environmental effect? How does one put a number on quality of life? How do we tell a mother with an asthmatic child that asthma is not a significant adverse effect? How do we tell a father whose daughter was killed by a transport truck while riding her bike that the accident was a justified environmental effect? When the disastrous cumulative effects begin piling up, will the residents of Milton and the surrounding region console themselves with the fact that CN is able to satisfy the voracious consumer demand for just-in-time goods?

To CN we say: don't just do things right, but do the right thing. Show some empathy. Step out of the boardroom for a moment. Answer a question or engage in dialogue without requiring that lawyers be present. This year CN is marking its 100th anniversary with a wonderful collection titled "A Century of Stories". Let's make this story the best one – one that we can all be proud of !

Please expect to receive a letter signed by members of our community in which we ask you respectfully and emphatically to withdraw your proposal for the CN Milton Intermodal Terminal at this location once and for all.

Thank you very much for the opportunity to speak today.